

REDUCTION IN WATER RATES MAY BE MADE THIS YEAR

Commissioners Darch and Saunders Both in Favor of
Such a Move—Mayor Judd Opposed to It.

Chairman Darch and Commissioner Saunders put themselves on record at the meeting of the water commissioners last night as being in favor of reducing the water rates of London to the extent of the actual cash surplus, which is annually handed over to the city by the commission. This surplus amounted last year to something less than \$10,000, and as there are about 20,000 services in the city, it is seen that the reduction of the water rate would amount to about 10 per cent.

Mayor Judd opposed any reduction at the present time, arguing that such a small cut would not benefit water consumers to any appreciable extent, while the cutting off of the surplus would mean an increase of nearly a half mill on the tax rate, which would injure the city in the eyes of outsiders.

The discussion lasted about two hours, it being the aim of Chairman Darch and Commissioner Saunders to estimate the revenue of the water works at \$10,000 less than that of a year ago and give the water consumers

the benefit of the reduction. However, Mayor Judd landed a solar plexus blow, when he quoted the city auditor, Mr. Jewell, to the effect that it would be a bad thing for the city to make reduction in the rates at present.

Messrs. Darch and Saunders then agreed to a postponement of the matter until Friday at noon, when Mr. Jewell will be present and make known his position to the commissioners.

Nevertheless, the reductionists gave notice that as they had been elected on a platform of reduction, they intend to carry out their ante-election promises, no matter how trivial the reduction may be.

Opposes Accumulating Surplus.

"I strongly oppose the accumulating of a surplus to hand over to the city," said Commissioner Saunders.

"I believe the water commission should pay for all improvements to the waterworks system," said the chairman, "but the commission should not create a surplus. When the surplus is handed to the city, it is used to re-

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BIG LIBERAL MAJORITIES

The Conservatives Snowed Under in
Maritime Bye-Election.

Halifax, March 15.—Following are the returns so far received from Cape Breton North and Victoria Division bye-election, which was held yesterday: Ross, Liberal, 2,763; McCormick, Conservative, 1,322. Majority for Ross, 947, with one place to hear from.

GARRISON TO DISBAND

No More British Troops to Be Em-
ployed.

Kingston, Jamaica, March 15.—As a result of the new policy followed by Great Britain in the disposition of her naval and military forces the local Legislature yesterday refused to pass the appropriation for the maintenance of the Jamaica militia, which, with the exception of probably 100 men of the artillery for garrison duty, will be disbanded.

HURRICANE IN GERMANY

Country Down Elbe Is Flooded—
Several Shipping Disasters.

Hamburg, March 14.—A hurricane is blowing the water into the harbor, flooding houses and driving vessels ashore. The country down the Elbe is flooded and the land batteries are continuously firing alarms, as the landmarks are invisible owing to a snowstorm.

Empress William has given up his trip to Heligoland and the battleship Kaiser Wilhelm II.

LIEUT-GOV. JONES DEAD

Chief Executive of Nova Scotia Passes
Away Suddenly.

Halifax, March 15.—Hon. Alfred Gillin Jones, lieutenant-governor of Nova Scotia, died suddenly this morning. His honor had been in failing health for several months, but recently showed much improvement and was expected at the opening of the Legislature two weeks ago. Last night he dined with his family as usual, and was in good spirits. He retired early, apparently in good health, and slept well until 12:30, when he complained of pains in the stomach. Three doctors were hastily summoned, but in twenty minutes the lieutenant-governor was dead, apoplexy being the cause of death. Three days ago the lieutenant-governor wrote a touching letter of sympathy to the relatives of his friend, Archbishop O'Brien, who died under similar circumstances, and who was buried yesterday.

RED FLAG IN NEW YORK

Monster Parade to Protest Against
Arrest of Miner Leaders.

New York, March 15.—The Industrial Workers of the World, the new labor organization in joint conference with the Socialist labor party held parades and a mass meeting at the Plaza on Monday night to protest against the arrest of Charles H. Mayer, president; Charles D. Haywood, secretary and Pettibone and St. John, members of the Western Federation of Miners, relative to the killing of ex-Governor Steiensenburg, of Idaho. About 2,000 persons took part in the parades through the east side streets and attended the joint meeting at the Plaza. Red flags were carried by the paraders and one of the transparencies read: "Go brothers—Mayer, Haywood, Pettibone and St. John must not be murdered. Show the master-class your spirit."

Resolutions denouncing the arrest of the officers and members of the Western Federation were adopted.

IMPUTE SORDID MOTIVES

Belgian Officials Misrepresent Britain
in the United States.

London, March 15.—Statements attributed to the Belgian minister at Washington, Baron Moncheur, and the Belgian consul in Chicago, C. Heintz, imputing political and sordid motives to British criticism of the administration of the Congo Independent State, formed the subject of a question in the House of Commons today. Charles P. Trevelyan (Liberal), drew the attention of Foreign Secretary Grey to the alleged utterances and invited the secretary to take steps to "disparage the impression which such statements may have created in America."

In reply, Sir Edward Grey said he had not seen the statements, but if they had been made, they were quite untrue.

Entombed Miners Alive.

Paris, March 15.—M. Pauer, a mining engineer of note, who is at the scene of the Courrières mine disaster, telegraphed to the Journal that he is convinced that a number of men are still alive at the bottom of No. 3 pit, and he says he thinks they can hold out for three days yet.

STEAMSHIP ARRIVALS.

March 14. Arrived at, From.
Majestic.....New York.....Liverpool
Arabia.....Halifax.....Liverpool
Carnegie.....Alexandria.....London
Saxonia.....Quebec.....New York
Kaiser Wilhelm.....Boston.....New York
L. Champlain.....Bremen.....St. John

SNAP SHOTS AT SCHOOL CHILDREN

This robust-looking little fellow is just a fair sample of the class of children to be found in the many schools of London. He is no doubt the pet in some comfortable home, and judging by his pleasant countenance he will make friends. There's a crisp dollar for him if he calls at The Advertiser office between 5:30 and 6 o'clock tomorrow and presents a copy of the paper containing his picture. To aid in his identification he should appear in the same dress as he wore when photographed.



Bessie Florence McLeod, of 752 York Street (corner of Giesbe), is the name of the little girl whose picture was published on Tuesday. Bessie, who is 8 years old, is a pupil in Form II, at Rectory Street school, and she was met by The Advertiser's kodak artist on York Street, near the school grounds. She was on her way home, on a message, a short time after the children had assembled for their afternoon studies when she was photographed. She received her dollar.

Southwestern Traction Is to Have a Competitor

Company Formed to Build Line
From the East to London
and Port Stanley.

Interurban electric railway matters are booming in this part of Canada just at present, and it looks as though the Southwestern Traction Company will have competition all along the line in the future.

Announcement comes from Montreal of the intention of the Canadian Electric Railway Co. to construct a line which will run from Montreal to Ottawa, Toronto, London, and finally running south through St. Thomas to a lake outlet at Port Stanley.

This means that the Southwestern Traction Company will have competition all the way between Hamilton and London, and between London and Port Stanley.

The traction company's line to the port will be open by the first of June, Manager Welch said this morning, and cars will be running to St. Thomas the last week in April.

The company's rails are now laid across the trestle at the foot of Richmond street, and it is expected that the bridge across the Thames will be completed within three weeks or a month.

Work on the new depot on Horton street will be commenced as soon as the frost is out of the ground, so that the company will be ready for the excursion traffic to the port.

If the project of the Canadian Electric Railway is carried out, it will be impossible for the new company to get into competition with the Southwestern Traction Company inside of a couple of years.

New Company's Plans.

The dispatch from Montreal relating to the new company is as follows: "Senator Donville, President of the Canadian Central Electric Company, for which he recently went to London

to secure financial backing, said today that if London financiers are approached with sound, feasible, Canadian proposition, there will be no difficulty experienced in financing it to good advantage.

"As to the railway, he said: 'You remember that Alfred Moseley spent some months in Canada. He came here ostensibly to find out how Canada stood with regard to Mr. Chamberlain's scheme. He addressed a number of boards of trade on the tariff issue, but the real purpose he had in view was to satisfy himself as to the feasibility and probable success of this electric railway project. He was all through the country which the line is likely to traverse. It will be 60 miles in length, running first from Montreal to Ottawa, thence westward, practically cutting in two that broad zone of country that lies between the Canada Atlantic system and the Grand Trunk and Canadian Pacific lines, that run up the St. Lawrence Valley and along the north shore of Lake Ontario to Toronto. Our railway goes westward on practically a straight line to Orillia. From there a branch will run down to Toronto, but the main line will continue westward and southward, intersecting on its way lines that are running northward, passing through London and St. Thomas, and finding water terminals at Port Stanley.'

Will Benefit Both.

Speaking of the new bill which has been introduced by Hon. Mr. Hendrie for the government of electric lines, Manager Welch, of the Southwestern Traction Company said today that it will be sure to prove a benefit to the municipalities and to the companies.

"The commission which is spoken of," said Mr. Welch, "is a good thing and is modeled after the railway commission appointed by the Dominion Government some years ago, and all agree that the Ottawa commission has done a great deal of good. Litigation has been avoided, and the companies and municipalities have had their differences settled in an amicable manner."

THE ALCORIC DEADLOCK

Conference Not Sitting and No Date for Reassembling.

Algiers, March 15.—The Moroccan situation is unchanged—a complete deadlock prevails. The conference is not holding any sessions and it is not known when the delegates will reassemble. The interruption of the discussions is due to the lack of elasticity in the French and German instructions.

TRUE TO FRIENDSHIPS

New French Premier Issues Statement on Behalf of Ministry.

Paris, March 15.—In the Chamber of Deputies, Premier Sarrien made the following statement in behalf of the Ministry:

"We shall continue the policy of our predecessors as regards Morocco, convinced that the normal development of our interests there can be assured without encroaching upon those of any other power, and maintaining faithful to the alliance between France and Russia, and the friendships of which we have been able to gauge the security and price."

The Chamber declared its confidence in the Government by a vote of 305 to 197.

BEAUTIFUL IN NEW YORK

Four Inches Has Already Fallen and No Signs of Cessation.

New York, March 15.—The second real snowstorm which New York City has experienced this winter began last night and continued today with such intensity as to delay shipping in the harbor. During the morning rush hours, ferry boats from Staten Island and Brooklyn ran under reduced speed. Street traffic and the operation of surface and elevated railway lines were little affected.

The storm increased steadily with no indication of cessation this afternoon. The wind increased in force and the snow was driven in dense clouds, making street traffic more difficult than earlier in the day and seriously interfering with the movements of vessels in the harbor. The fall of snow had reached four inches in depth this afternoon.

Russia Borrows \$100,000,000.

St. Petersburg, March 15.—The Slovo says that arrangements have been made through the Paris House of Rothschild for a loan of \$100,000,000 to Russia on condition that the money shall remain in Paris.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Wednesday were: Highest, 39°; lowest, 19.5° above.

Some Insurance Companies Refused the Information

Wouldn't Tell Inspector Fitzgerald Amounts Paid
Officials Above the \$2,000 Mark.

[Special to The Advertiser.]

Ottawa, March 15.—When the insurance commission met this morning Mr. Fitzgerald, the superintendent of insurance, who was again examined, presented some documents to which he had referred yesterday. One of these was a list of the foreign companies, from which additional deposits had been asked, on account of the increase of business. The witness could not remember a case that a Canadian company was asked to make up a deficiency, and after a thorough search in the department could not find any. This referred to the old line companies. There was one assessment company which had been asked to go out of business, and it closed up in 1902, because its assets were not equal to its liabilities. He gave a list of three companies that had certain securities released because they had an excess amount deposited. They were the Aetna, the Imperial and the Manufacturers.

Refused Information.

The following companies sent the information to Mr. Fitzgerald in reference to the salaries and remuneration paid directors and agents over \$2,000: Royal Victoria, London Life, Home Life, Mercantile Life, Central Life, Excelsior Life, Mutual Life, Continental Life, Northern Life, Imperial Life, Commercial Travelers, Union Life, Ancient Order, Manufacturers' Life, The Standard Life Insurance Company. The manager held that if the institution was a proprietary one they were only responsible for salaries to the proprietors. The management belonged to the partners in the business. It would be just as well for the department to ask what the officials did with salaries.

The London and Lancashire practically refused and the Canadian Life

promised to give the information, but it was not yet to hand. The Sun Life said that if others were supplying the information, it would. Several companies objected, because it would create jealousies among officers. The more an agent made in commissions the better it was for the company. Mr. Fitzgerald said that if the bonus and debentures showed the source from which they were received, such as the department took no notice of it.

The Checking System.

The question of checking and inspecting was then reached. The witness said that a return of bonds sold during the year would show the department how many of the bonds held as security had been disposed of. In case of a loan there was no particular way of explaining it, provided it was closed up by December, when the inspection was made. The system was to go over the securities, etc., for December, and then look over the months of January and February. There were still there. There was no case of the inspection covering the whole year. He gave two instances of how companies tried to evade the law. The bank pass-book showed a large deposit on Dec. 30, and again in January it showed about the same amount withdrawn. Premium notes were taken to the bank and deposited as cash, and the same amount later on charged back. This was about sixteen years ago. About twelve years ago another company did not desire to show an overdraft in December on the statement, and they took a large number of debentures from the vault and sold them to cover the overdraft. That was put to the credit of the company and reversed in January.

In reply to Mr. Langmuir, Mr. Fitzgerald said that he never asked for an interim statement, so as to see that no bonds or loans were transferred before the inspections. He was of the opinion that the act would be changed so as to make the companies give return of bonds purchased or loans made during the year.

SUBSTANTIAL CUT IN OVERDRAFT

Passage of London City Bill
Consolidating Debt
Is Assured.

[Special to The Advertiser.]

Mayor Judd this morning received word from Toronto that the city of London bill had passed the committee of the Legislature, which means that it will pass the House. Mr. C. C. Hodgins, member for North Middlesex, introduced the measure, the fact that Mr. Beck is a cabinet minister, preventing his performing this duty.

The bill provides for the consolidation of the city's debt, so as to include the local improvements made last year.

It also provides for the issuing of \$3,000 in debentures to pay off the overdraft on the West London breakwater, and also to allow the city to use the sum of \$1,500 left over from a debenture issue of the city's to cover West London's indebtedness at the time of the amalgamation, for the breakwater account.

Reduces the Overdraft.

The total overdraft from last year on all accounts amounted to about \$15,000, and about \$7,000 of this was on the West London breakwater. Now that the city has been given permission to issue debentures for the breakwater and to use the \$1,500 which has lain in the city's coffers for eight years, it is seen that the total overdraft from last year, which must be provided for out of the general funds of 1906, will not be more than \$8,000.

Against this the city will have some \$37,000 of additional taxes, owing to the increased assessment, as compared with a year ago.

Last year's overdraft, as the city auditor pointed out some time ago, was not caused by any mismanagement of ex-Mayor Campbell, or ex-Ald. Stevely, who was the finance minister of last year's council. The overdraft was owing simply to the fact that the estimated revenue of the waterworks fell off owing to the Saulting salt and other causes. As to the West London breakwater account, it is a well-known fact, that when the debentures were issued for the breakwater, ex-Mayor Beck was well aware that \$15,000 would not complete the work, but it was his idea to get the work started and then make succeeding councils complete it.

Extraordinary Items.

Out of the \$37,000 of additional taxes which will flow into the city coffers this year, the following items, which may be termed as extraordinary, must be provided for:

Overdraft from 1905 \$ 8,000
Increase to school board, caused by recent salary increases 10,000
Hospital trust 1,000
Dundas street sewer 5,000

Total \$24,000

This leaves a sum of \$13,000 for additional street lighting, for an increase in firemen's salaries, if it is agreed upon, and for the streets account, and still the council of 1906 will have as much money to spend as the council of 1905.

FISHER IN COURT; IS BAILED OUT

World City Editor Also Made
Defendant in Commission
Report Case.

[Special to The Advertiser.]

Toronto, March 15.—Percy Bretz, city editor of the World, is also a defendant in the charge brought against A. McIntosh Fisher, accused of stealing the university commission report. Bretz and Fisher, the latter having surrendered himself last night, appeared in the police court last tomorrow. They were liberated on bail.

TRIO PLEAD GUILTY

Three Boys Admit Stealing from the
Grand Stealer.

Daniel McCollum, Roy McCollum, and William McDonald, charged with stealing three stoves and some junk from a Grand Trunk car, appeared before Judge Macbeth yesterday afternoon. They elected trial by judge, and pleaded guilty to the charge. They were remanded a week for sentence. The prisoners are mere lads.

NEW INSPECTOR NAMED

Conductor Grice, of the Street Rail-
way, Receives Promotion.

The appointment was made this morning of Mr. George Grice, of 691 Queen's avenue, to the position of inspector on the London street railway. In Mr. Whitaker's place, the latter having been appointed superintendent. Mr. Grice has been with the street railway company as a conductor for a number of years, and his success comes but as a result of application to work and earnest endeavor. The change goes into effect at once.

THE NEW BANDMASTER

Appointment Deferred Pending Re-
ceipt of Report from England.

The appointment of a new bandmaster was one of the matters considered by the officers of the Seventh Regiment at their annual meeting last evening. Nothing, however, was done. An officer of the regiment is in England at present on business, and he is to see the several English bandmasters who have applied for the position and report to the officers here.

The officer in question will not be home until May, but the appointment will be made shortly after his report is received. In order that the new bandmaster can take hold while the spring drill is in progress, and in ample time to have the band in good shape for the Dominion Day outing in the meantime the band will be under the direction of Sergt. Dawson.

MITCHELL'S MEN IN CONVENTION

Over 1,000 Delegates Gather
to Discuss Anthracite
Crisis.

Indianapolis, March 15.—The national convention of the United Mine Workers of America opened here today in the German Hotel, with over 1,000 delegates, representing 1,461 locals. The convention has been called by President Mitchell to consider action which may result in an agreement with the coal operators that will prevent a general strike, that would bring 425,000 men from the mines on April 1.

The conference with the operators will begin here Monday next. When the last convention of the mine workers adjourned Feb. 2, following a joint conference with the operators, which had failed to arrive at a wage agreement, a strike on April 1 was inevitable, unless something should intervene.

Since adjournment of the former convention and joint conference, President Mitchell has conferred with F. L. Robbins and other leaders of the operators, and following the reception of a letter from President Roosevelt, addressed to both Mr. Robbins and Mr. Mitchell, the miners' president called this convention, and the operators were called for at the time the call was issued that a joint conference. It was announced that the call was issued that a joint conference. It was announced that the call was issued that a joint conference. It was announced that the call was issued that a joint conference.

Insurance Conspiracy.

Cripple Creek, Colo., March 15.—The jury in the district court yesterday returned a verdict finding John Varley, alias Crowley, guilty of conspiracy to defraud the Northwestern Mutual Life Insurance Company out of \$3,000 by blowing up a body in the Three Jacks tunnel and collecting the money upon a policy issued to his partner, McEachern.

Hot Metal Explodes.

Pittsburg, March 15.—An explosion of hot metal in the converting mill of the Edgar Thomson steel works at Braddock, Pa., today, resulted in serious injury to eight workmen, all were terribly burned by the molten metal and a number may die. The explosion occurred while the men were at work in the cinder pit.

BIG SHIP LOST OFF SABLE ISLE; BRITISH KING FOUNDERS; 27 LOST

Boston, Mass., March 14.—Suffering mental and physical, and numerous acts of heroism in saving life, rarely exemplified in the grim record of tragedies of the sea attended the loss of the Phoenix Line Steamer British King, which on Sunday last, in a raging Atlantic storm encountered about 150 miles south of Sable Island, and carried to death 27 members of the crew.

Fifteen men were rescued from the sinking vessel by the Leyland Line steamer Bostonian, which arrived here today from Manchester, and eleven by the German tank steamer Mannheim, Rotterdam for New York. Five others who had been sucked down in the vortex when the British King was engulfed, were picked up by the Bostonian from a frail bit of wreckage which they had grasped after a desperate struggle for life in the whirlpool.

Captain James O'Hagen, of the British King, died on board the Bostonian from the effects of terrible injuries sustained in trying to save his ship. The rescued brought here today include James Flanagan, the second officer; J. S. Crawford, the chief engineer; Ad-

phus Beck, the fourth engineer, and Wm. J. Curry, the steward. The others were coal passers and sailors, mostly Belgians, and one stowaway, Henry Parketich, of New York.

The lifeboats from the Bostonian were crushed to fragments, and the crew were thrown into the high running seas, but all were safely landed on board the steamer. The first lifeboat lowered from the Bostonian was swept against the ship's stern and destroyed. Several of the seamen were hurt, but were rescued by lines thrown out from their steamer.

Thirteen Taken Off.

A second attempt to reach the sinking ship was successful, and 13 men, including Captain O'Hagen, were taken from the Bostonian. Then again a powerful billow crashed the lifeboat against the side of the ship, and the life-savers were thrown into the sea, to be rescued only after an hour's effort by their comrades. Volunteers from the Mannheim, after a heroic battle with the waves, had taken off eleven from the British King, but after this neither of the steamers in consequence of the increasing gale.

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